



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, December 19, 2001REPORT NO. 011WEATHER Partly to Mostly CloudyTEMPERATURE 39 - 46

NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:	MAJOR EQUIPMENT ON JOB (Size/capacity and hours):
Hickey Marine - Foreman, Operator, Tugboat Pilot, Pile Buck	Hickey Marine - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

1:00 pm Per telecon with Al (Port Navigation), he anticipated completing the pumping operation at 5:30 pm. I notified Greg (Hickey) via voice message.

Per telecon to Randy (Columbia Grain), I confirmed that the barge slip was open tonight. He indicated that he was working on vacating the barge slip for Thursday night. I will contact him later this afternoon. I notified Greg (Hickey). He indicated that there would be no dredging Friday night or this weekend. He planned to possibly dredge Tuesday night or Wednesday morning.

3:00 pm Per telecon to Al (Port Navigation), he estimated completing the pumping at 5:15 pm. I informed him that the tugboat was scheduled for 5:00 pm.

Per telecon to Randy (Columbia Grain), he informed me that the barge slip was made available for dredging on Thursday night. He indicated that he would be sending the Port a bill for demurrage. I notified Greg (Hickey). I notified Sebastian (Port Marine Development Manager). I notified John (Port CCM).

4:30 pm I notified Maury (Port Navigation) that dredging should start at 6:30 pm, with sampling required at or prior to 10:30 pm.

5:15 pm Per telecon with John Childs (Port Environmental), I provided a schedule update. John requested a copy the daily diaries with the recorded turbidity values.

6:30 pm I observed Hickey setting up the equipment in the barge slip at Berth 501.

7:20 pm Hickey began the dredging operation in the barge slip. The dump scow average draft was 5.5 feet.

Per telecon to Andy (Hickey), he indicated that he anticipated a slow operation due to the tight quarters. He estimated that dredging would continue until 5:00 or 6:00 am. He informed me that the dump scow was resting on the river slope at the stern. I observed that dump scow in the downstream 1/2 of the barge slip. The crane barge was positioned on the river side of the dump scow. I notified Maury to provide an 11:00 pm sample.

8:10 pm Hickey shifted the dump scow to the river side of the crane barge.

8:30 pm Dredging continued with the screen over Bin Nos. 2 and 3.

10:50 pm Hickey continued dredging in the downstream 1/2 of the barge slip. I observed that Bin Nos. 2 and 3 were filled with dredge material and water. The screen was over Bin Nos. 4 and 5.

11:20 pm Maury (Port Navigation) was in the Port boat sampling downstream from the dredging bucket.

Per telecon to Andy (Hickey), he estimated completing the dredging at 2:00 am. He indicated that the dredge material appeared to be very sandy and heavy. I notified Maury that a second sample would probably not be required.

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11:40 pm I observed the Port Navigation crew sampling upstream of the dredging bucket.

12:00 am I observed that Bin Nos. 4 and 5 were filled with dredge material and water. Hickey was moving the screen.

12:45 am Per telecon with Maury (Port Navigation), the turbidity sampling results were as follows:

<u>Sampler</u>	<u>Time</u>	<u>Upstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Downstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Visual</u>
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Steve	2330		29.2	31.8	34.2	31.7		35.6	35.2	32.7	34.5	None
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Per telecon to Andy (Hickey), I confirmed that they had 1 bin left to fill. Andy anticipated completing the dredging at 2:00 am. I notified Maury (Port Navigation).

1:00 am Hickey continued the dredging operation. I observed that Bin Nos. 2 through 7 were full. Bin No.1 was approximately ¼ full.

1:30 pm Dredging was completed for tonight. The draft at Bin No.1 was 13.5 feet.

TESTS PERFORMED: \_\_\_\_\_

PHONE LOG: \_\_\_\_\_

SITE PHOTOS/VIDEOS TAKEN: \_\_\_\_\_

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: \_\_\_\_\_

INSPECTOR

Frank Schmidt

HRS

DATE



PORT OF PORTLAND

DAILY DIARY

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PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Wednesday, December 19, 2001 REPORT NO. 011

WEATHER Partly to Mostly Cloudy TEMPERATURE 39 - 46

(signature on hardcopy)-- \_\_\_\_\_